

SIX DOLLARS  
PER QUARTER

## Mails.

OCCIDENTAL AND ORIENTAL STEAM  
 SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
 JAPAN, THE UNITED STATES,  
 MEXICO,  
 CENTRAL AND SOUTH AMERICA, AND  
 EUROPE;  
 VIA  
 THE OVERLAND RAILWAYS,  
 AND  
 ATLANTIC AND OTHER CONNECTING  
 STEAMERS.

**T**HE Steamship  
"ARABIC"  
will be despatched for San Francisco, via  
Yokohama, on **THURSDAY**, the 27th instant,  
at **THREE P.M.**  
Connection will be made at Yokohama with  
Steamers from Shanghai and Japan Ports.  
All **PARCEL PACKAGES** should be marked to  
address in full; and the same will be received at  
the Company's Office until **FIVE P.M.** the day  
previous to sailing.

First-class Fares granted as follows:—	
To San Francisco.....	\$200.00
To San Francisco and return, } available for 6 months.....	350.00
To Liverpool.....	325.00
To London.....	330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight on

Passage, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.  
C. D. HARMAN,  
Agent  
Hongkong, 8th September, 1888.

CANADIAN PACIFIC STEAMSHIP  
COMPANY.

**TAKING CARGO AND PASSENGERS TO  
JAPAN, CANADA, THE UNITED  
STATES AND EUROPE,  
VIA  
THE CANADIAN PACIFIC RAILWAY  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.**

**T**HE British Steamship  
"ABERDEEN,"  
3,616 Tons. Register. Taylor, Commander,  
will be despatched for VANCOUVER, B.C.  
and SAN FRANCISCO, via KOBE and

YOKOHAMA, on THURSDAY, the 27th  
September, at THREE P.M.  
To be followed by the S.S. "ABYSSINIA"  
on the 6th October.  
Connection will be made at Yokohama with  
Steamers from Shanghai and Japan Ports, and  
at Vancouver with Pacific Coast Ports by the  
regular Steamers of the Pacific Coast Steamship

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver and Victoria.....(Mex.)	\$160.00
To San Francisco.....	175.00

To all Common Ports in Canada	230.00
and the United States .....	
To Liverpool .....	300.00
To London .....	305.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be	

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to

Mr. D. E. BROWN, District Freight Agent  
Vancouver, B.C.  
Freight will be received on board until 4 P.M.  
on the 26th September.  
All Parcels must be sent to our Office and  
should be marked to address in full, and the

For information as to Passage or Freight apply to  
**ADAMSON, BELL & Co.,**

Hongkong, 8th September, 1888 [3]

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**NORDDEUTSCHER LLOYD.**

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**NOTICE**

NOTICE.  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON  
BALTIMORE, NEW ORLEANS,  
GALVESTON AND SOUTH

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

*N.B.—Cargo can be taken on through Bill of Lading for the principal places in RUSSIA.*

ON THURSDAY the 27th day of September

1888, at 10 A.M., the Company's Steamship  
"BRAUNSCHWEIG," Captain H. Bodeken  
with MAILS, PASSENGERS, SPECIE and  
CARGO, will leave this Port as above, Calling at  
GENOA.

Cargo and Species will be received on board until 1 p.m., and Parcels until 3 p.m., on the 26th of September, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.  
For further Particulars, apply to  
**MELCHERS & Co.**  
Agents.  
Hongkong, 1st September, 1844.

100



## Intimations.

## A. S. WATSON &amp; CO., LTD.

OUR NEW SEASON'S  
FLOWER AND VEGETABLE SEEDS  
ARE NOW READY.  
Flower Parcels of 50 Packets, price, \$10.00  
of 20 " " " 5.00  
Vegetable " of 45 " " 7.50  
Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.  
In Packets of six or more named varieties,  
viz:—  
CLOVE, PINKS, PANSIES, PHLOX,  
HOLLYHOCKS, PORTULACA, VERBENA  
and PETUNIA.

MIGNONETTE MACHEL  
(The New Variety).

Priced Catalogue on application.

THE HONGKONG DISPENSARY,

Hongkong, 31st August, 1888.

BRITISH.

At Rose House, Cairn Road, Hongkong, on  
the 15th September, Mrs. SCHÖNEMANN, of a  
daughter. [927]

## The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 18, 1888.

## TELEGRAMS.

(Reuter.)

## THE "NEPAUL."

LONDON, September 16th.

The P. & O. Co.'s steamship *Neapaul* has  
been docked and the damage found to be  
slight.

(From the *Courrier d'Haiphong*.)  
THE GOVERNOR-GENERAL OF FRENCH  
INDO-CHINA.

PARIS, September 14th.

The President of the Cabinet Council has  
informed M. Constans that Government is of  
opinion that the question put by him on July  
18th at the Chamber of Deputies with reference  
to the Tonquinese game of 36 beads is of a nature  
to require his resigning the functions of Governor-  
General.

September 18th.

M. Richaud has been appointed Governor-  
General of French Indo-China, and M. Rheinart  
Resident-General in Annam and Tonquin.

## RUSSIAN OFFICERS IN FRANCE.

September 6th.

The officers of the Russian army who landed  
at St. Nazaire were received amidst enthusiastic  
ovations.

## LOCAL AND GENERAL.

THE Chefoo correspondent of the *Shanghai  
Mercury* writes on the 14th inst.—We have no  
foreign men-of-war in port just now, but I hear  
that several Russian men-of-war are expected  
shortly. Mr. Fergusson, the Netherlands Minister,  
will proceed shortly to Swatow, where he may  
establish a Consulate. Dr. Henderson of this  
port has been suffering from fever, but I am  
glad to say, is improving; Dr. Douthwaite is  
attending to his duties until he recovers. I hear  
from Dr. Douthwaite that the foreign residents  
of Chefoo have been more healthy this summer  
than for some years past.

THE ransackers of Hongkong have just paid  
somewhere about a hundred dollars for the  
privilege of swapping off a natural phenomenon  
they owned. About sixteen or eighteen years  
ago the Government invested in a big safe which  
had previously been shipwrecked, and put it  
where the police-inspectors could use its polished  
brass knob as a mirror. It is now for sale,  
owing to its highly developed bump of destruc-  
tiveness. It was a good roomy safe, but after its  
rescue from the briny deep it had a way of  
acquiring all the dampness within a radius  
of four miles and making any documents  
deposited inside it look as though they had been  
used to wrap up a quarter of a pound of salt  
butter. So it had to go.

THE *Vladivostok*, the Russian newspaper  
published at the port of that name, says:—The  
Ministry of Finance at St. Petersburg has con-  
cluded a new contract with Mr. M. G. Sheveloff  
of this port, shipowner, for 15 years, for steam  
navigation between Russian ports, Japan, Korea,  
and China, by which Mr. Sheveloff is bound  
during next year to add a small steamer for  
coasting work which will have to cover 12,000  
miles, and the existing steamer *Dakka* must also  
complete 25,000 miles. Within two years he  
must supply a third large steamer and all three  
must then cover the third and following years—  
the small coaster 20,000 miles, the second  
large, 15,000 miles in the Gulf of Tartary, and  
the third, for navigation beyond the Russian  
frontier, 28,000 miles. The contract expires in  
1903, and the subsidy will be three roubles  
for each mile covered.

THE news of the death in a San Francisco  
hospital, from tumour of the stomach, of this  
colony a few years back and a leading light in  
Shanghai as the Editor of the defunct *Cathay  
Post*, will be received with regret by many  
friends both here and at the Coast ports. Like  
many more young men of warm impulses Mr.  
Essex was his own worst enemy, and for the  
sake of a mistaken idea foolishly sacrificed  
prospects which at one time looked especially  
promising. He possessed splendid abilities,  
but lacked that steadfastness of purpose so  
essential in order to secure success in these  
practical days. And in some ways he doubtless  
had reason to complain of the treatment he  
received from a bitterly cold world. "An Old  
Sportsman," who knew Mr. Essex well, promises  
to write an "obituary" of his old friend, which  
will appear to-morrow.

OUR Shanghai contemporaries report that the  
*Nepaul-Wannien-ching* collision case is now  
settled, the Governor of Formosa having agreed  
to accept Tls. 10,000 in full satisfaction of his  
claim, and the claims of those who lost their  
effects when the transport was sunk.

THE Manila Government does not exactly do as  
it is done by. As soon as alleged cholera was  
reported here they enforced the quarantine  
regulations at their ports with unnecessary rigour,  
but now, when we hear that from forty to fifty  
deaths a day are taking place there, from some  
disease of a choleraic nature, they suppress all  
mention of it, and ignore the possibility of the  
infection spreading through their neglect. We  
understand that a cattle-plague is prevalent in  
the Spanish islands, and that the diseased  
garrajes are eaten, causing many deaths after  
an hour or two's illness.

THE next time the *Shanghai Courier* borrows  
original matter from our columns—vide an  
article on "The Lighting of the Gap Rock"  
reproduced in our contemporary of the 12th  
inst.—we would suggest that as a matter of  
common honesty the proper acknowledgment  
should be made. We have no objection to  
ordinary paragraphs and general items of news  
being utilised without reference to their original  
source, but lengthy articles on special subjects  
are quite another matter. We do not pretend  
to say that any acknowledgment from the  
*Shanghai Courier* would be of the least  
practical value to our interests, but as a matter  
of journalistic courtesy and etiquette we have  
a right to expect the same consideration that we  
invariably pay to our exchanges.

The monthly Criminal Sessions were opened  
this morning, before the Hon. J. Russell, Acting  
Chief Justice. About thirty Europeans attended  
to "save" their fines, and everything was  
apparently ready, when Mr. Francis set fire to  
the train and in about five minutes it had fixed  
out. The learned J.C. applied that a day  
might be fixed for the hearing of the Hollywood  
arson case, and Monday next was agreed  
upon. Then the Chinaman who was charged  
with stealing a watch and chain from the *Italian*  
was put up, and had to be trotted back again  
because the prosecutor had gone away in the  
steamer. Three other prisoners were not indicted,  
and the public-spirited thirty trooped away, the  
solemnity being adjourned till Monday.

THOUGH neither music nor the drama would  
ever appear to have attained to a very high  
pitch of excellence as a fine art in China, yet the  
two professions certainly exist in the "flowery  
land" and doubtless have a history, if we only  
know where to look for it, which reaches back  
into the past for upwards of thousands of years.  
A case came before Mr. Pollock at the Police Court  
this morning in which three apprentice actors  
and musical performers were disputing about  
their personal property. The defendant, Li Ahin,  
aged 20, was charged by a fellow apprentice with  
stealing two coats of the value of \$4. The young  
histrions lived with their teacher and master  
in a private house, in East Street, in the district  
of Tai-ping Shan, and yesterday afternoon at 5  
o'clock complainant called the accused to "come  
to his dinner," but instead of responding to such  
a generally welcome request the defendant  
packed up his box and left the house, intending  
to return to his native place, which is some-  
where about Canton. Complainant, suspecting  
something wrong, mentioned his suspicions  
to the other apprentice with the result that  
they followed the budding Hamlet and saw  
him go into a neighbouring pawn-shop, where  
he endeavored to raise some filthy lucre on  
plaintiff's two coats. Thereupon he was  
given in charge to the police for theft. In his  
defence to the Court Li Ahin said that some time  
ago he lent his master \$3, and as that autocrat  
would not pay it back he thought he would not  
bother any longer with him, but just take it out  
of the two coats which he believed belonged to  
his debtor. Evidence was given to show that  
there was no such debt and that it had never  
existed. His Worship found the charge proved,  
and defendant was sent up for two months, with  
hard labour.

THE *Correio de Portugal*, a new colonial organ  
published in Lisbon, commenced its journalistic  
career by freely opening its columns to corres-  
pondence from the colonies involving strong  
recriminations and unjust personalities from  
several public functionaries and military men  
who are attached to the Colonial service abroad.  
In its issue of August 6th, a most libellous  
correspondence from Timor is offered by the  
*Correio* to the public. Colonel Garcia, who was  
sent from Macao by telegraphic orders received  
from Lisbon to assume the acting governorship  
of Timor after the assassination of the late  
Governor Maia, is openly accused of misdeeds  
which no officer would have ever thought of  
committing. The missionaries of Dili are  
taken to task and charged with protecting the  
murders of the late lamented Governor.  
Governor Costa's action in sending the supposed  
murderers as prisoners to Macao without a  
previous trial in a Court of Justice, is praised to  
the sky as a wise political measure, and the  
protests which have now and then appeared in  
the Macao papers against the imprisonment of  
these men in Monte Forti, untried and uncon-  
victed, are attributed to party spirit and even  
baser motives. The Macao correspondent of  
the *Jornal das Colonias* is then dragged through  
the gutter of vile abuse and insult, for the simple  
reason that he had the courage to tell the truth  
about all these affairs and to expose many an  
administrative scandal which have taken place  
in Macao and Timor. A perusal of the *Correio  
de Portugal* confirms the opinion we have  
several times expressed that absolute ignorance  
of colonial matters prevails in all circles of the  
Portuguese metropolis, and that the organs of  
the press reflect this *tabula rasa* state of mind  
of their readers and supporters to an alarming  
degree of perfection. No other explanation can  
be found for the vast amount of personal intrigue  
and abuse which periodically disgrace the  
columns of Lisbon colonial papers.

THE Lily Minstrels of the 58th Regiment will  
give a miscellaneous concert at the Theatre  
Royal, City Hall, on Saturday the 22nd inst.

MR. HENRY E. POLLOCK, barrister-at-law, is to  
sit on the bench this morning for the first  
time as acting police magistrate, vice Mr. T.  
Sercombe Smith, who returns to the Registrar  
General's department. Mr. Pollock introduced  
what is a novelty in Hongkong, by appearing in  
the orthodox gown and "dickie" of the legal  
profession.

THE Macao news published to-day by our  
morning contemporary relating to the unexpected  
closing up of a Chinese Bank in the Holy City  
is, *mirabile dictu*, thirteen days old! In our  
issue of the 5th inst. we published particulars  
of the smash up, as well as of the heavy loss  
sustained by a Portuguese family from the  
sudden collapse of the Po-On Bank; and now  
the *Daily Press* trots out the moth-eaten news as  
a piece of extraordinary information. Assuredly  
*Granny* is every inch a grand old dame.

THE Hongkong Rifle Association's third-weekly  
"Spoon" competition at 600 yards took place  
at Kowloon on Saturday last, when Police-  
constable J. Wyllie became the holder of one of  
these coveted trophies with a score of 24 points,  
beating fifteen opponents. The atmospheric  
conditions were not favorable to good marksmanship,  
but notwithstanding this drawback the shooting  
"all round" was exceedingly poor, and strongly  
suggests the necessity for further practice.  
At this range Mr. Woodin was the actually top  
scorer with 25 points, but his penalty of 3 for  
a previous win put him out of court. Mr. H.  
Twiford, Sergt. Fowler, and Constables W.  
Robertson and McNab of the Police scored 23  
each, the total of the last-named including an  
allowance of two points for using a carbine. The  
other marksmen performed much below their  
best form.

WE have often wondered why in a climate  
where rainy weather is so prevalent, there  
should be standing orders forbidding the use of  
matcheds or other similar covering over premises  
in course of construction. The reason alleged  
for the prohibition is the prevention of fires;  
yet fires do occur, and invariably in tenanted  
houses. We really cannot see that four bare  
walls without a roof, but protected by a water-  
tight matched, is at all likely to give rise to a  
conflagration. The matcheds may accidentally  
take fire, but even then it would rarely injure  
the building in course of construction over  
which it has been fixed. On the other hand,  
the advantages derived from appropriate covers  
created over such buildings, are incalculable.  
What with rains and dampness, the walls of a  
house that is being reared, undergo through  
their exposure a thorough process of soaking,  
and it will be months after the house has been  
completed before it can be safely tenanted.  
In many cases a radical dampness remains at-  
tached to the premises which neither artificial heat  
nor the dry season will remove. There are many  
incombustible materials that could be, safely  
employed as rain protectors over houses in  
course of construction, that we fail to see the  
reason why architects and house-owners have  
not had recourse to them in order to ensure both  
the safety and the comfort of their buildings.

THE best thing some of the London conservative  
journals can find just now to say about Lord  
Beaconsfield is that the Suez Canal shares which  
he or his Ministry purchased from the ex-Khedive  
for the sum of four millions sterling are now  
allowed to have a market value of more than  
nine millions. They further add that in another  
ten years, so fast is the value of that extensive  
property increasing, the same shares may  
readily be sold at fifteen or twenty millions. Such  
may possibly be the case, although we should be  
inclined to take the statement—the twenty  
million part of it—with a bucket or two of salt;  
and for this reason. When the shares were  
bought the Canal had not begun to pay, and it  
was only when the traffic increased to such  
proportions as it assumed about eight years ago  
that the value of "Canals" went up with such  
a "boom" to the high premium they have  
since maintained. The Suez Canal cannot pay  
without ships, which are already a drug in the  
market, and which many of them—if their owners  
could manage it—would quickly be turned  
into gold coin at this moment. It was the  
great "boom" in the shipping trade which  
caused the corresponding rise in "Canals."  
However, if this is all the praise Lord Beacon-  
field's devotees can now bestow on the man  
who should never have been anything higher  
than England's Minister for Foreign Affairs;  
who was so unhappy as to depart this life with-  
out a single relation, near his bed whose whole  
latter days were spent in scratching the backs of  
titled persons, and who could bend so low as  
to run after a mere suckling of no particular  
promise like the Duke of Portland and other  
"young lords," his literary swash-bucklers  
had better hold their peace. Disraeli was  
undoubtedly a clever politician, his worst friends  
must admit that—but a generation is coming  
that will unanimously refuse to believe that he  
was a great statesman; he was highly gifted  
in some qualities but was endowed with an  
ambition that was unhealthy and with  
principles which were unsound. He failed  
to perceive the approaching flood of democracy,  
or if he saw it made but a vain and feeble effort  
to keep it back, and thus threw the country into  
alarm as it worked, and as a section is still  
working, in the vain fashion of Mrs. Partington  
and her broom. He, a professed Radical at  
one time, became the champion of Imperialism  
and landlordism against the growing power and  
intelligence of the sovereign people—in too many  
cases of a starving people. Not only in Ireland  
but throughout the whole Kingdom the condition  
of the agricultural masses was and is such as to  
demand the guiding and sympathetic assistance  
of a statesman who neither despises the common  
people nor loves too much the approbation of  
their masters. The end and object of all govern-  
ment is to make the nation happy and thus  
endow it with health and with strength. Disraeli  
never understood this, or if he did he ignored it  
throughout his whole pinhead career. He  
will live in history as the juggling showman who  
created the Empire of India.

THE Portuguese transport *India*, Capt. Gusman,  
arrived here yesterday from Macao, and after  
taking coals and provisions, will return to the  
Holy City to receive her previous contingent of  
time-expired men for Lisbon, and the African  
detachment for Timor.

THE *Courrier d'Haiphong* reports a successful  
attack on the 3rd inst. by the militiamen of  
Haiduong against a band of pirates who were  
located in the neighbourhood. After a sharp  
engagement the enemy was routed, leaving a few  
dead, fifty-nine prisoners, fifteen men who were  
caught fighting and were summarily shot, and a  
quantity of arms and ammunition.

THUS the *Shanghai Courier*—Our attention  
has been directed to certain statements made in  
local newspapers respecting the loss of the  
German steamer *Deutschland* on the coast of  
Korea. From the most trustworthy sources we  
are informed that the vessel ran ashore in a  
thick fog, and as soon as the disaster was known  
in Chemulpo the German Consul at once pro-  
ceeded to the spot and held a preliminary  
enquiry. By German law the Naval Court has  
to be convened in Germany; and in due course  
the enquiry will be held in Hamburg. Till this  
enquiry is held statements respecting the loss of  
the vessel should be made and received with  
caution, and we are informed that what has  
appeared in print on the subject is the vapour of  
a vindictive imagination prompted by personal  
and business jealousy.

## SUPREME COURT.

## IN SUMMARY JURISDICTION.

(Before Mr. A. J. Leach, Acting Puisne  
Judge.)

Yah Chang Po and another, trading as the  
Bun Hin Chan Hong, Bonham Strand, sued  
Capt. Talbot, of the steamship *Zafiro*, for \$810,  
value of 410 bags of sugar. Mr. Dennis  
appeared for the plaintiff, and Mr. Wilson for  
the defendant. The evidence for the plaintiff  
was to the effect that the sugar was shipped  
from Manila, the steamer arriving here during  
the time of the coolie-strike. Freight was duly  
paid, but the sugar was not delivered to the  
consignees' agents, Messrs. Russell & Co.—  
For defence the third mate, Mr. Reed, deposed  
that the bags were delivered in good condition  
to the godown. Capt. Graham, the wharfinger  
at Kowloon, said that he did not see how the  
sugar could have been delivered to the wrong  
parties, as the Godown coolies did not strike  
work.—Judgment was reserved.

## ANOTHER ESCAPE OF CONVICTS.

## DEATH OF ONE OF THE OFFICERS.

Another successful attempt at escape on the  
part of the convict chain-gang was made this  
afternoon at Kennedy Town, West Point, where  
a gang of 76 men has been employed for some  
months past in the construction of the new  
Police Station.—So far as we have been able  
to ascertain, the facts are briefly as follows:  
At about half past three o'clock a dozen of  
the convicts succeeded in getting the iron off  
their legs, and at once made a rush for  
the junk that was lying at the pier, almost  
opposite the new structure. The gang was in  
charge of eight European officers and four Indian  
guards, all of whom were armed. The twelve  
men, nevertheless, succeeded in getting clear  
away. One of the officers, a Goa Portuguese  
named Pereira, followed them into the junk with  
his revolver in his hand, but was knocked on  
the head, fell overboard, and was seen no more.  
Up to the present nothing is known as to  
where the junk went to, but she was last  
seen sailing away in the direction of Canton with  
one of the Aberdeen ferry launches in close  
pursuit. It is supposed that one of the police  
officers was on board the ferry boat.

HONGKONG ST. ANDREWS'  
SOCIETY.

The members of this Society held their Annual  
Meeting last evening in the City Hall, a good  
number being present. The Hon. P. Kyrie, pre-  
sident, who occupied the chair, in presenting the  
Committee's statement of accounts, congratulated  
them upon the continuance of the Society's  
progress. Both their membership and funds  
had increased during the past year, and they  
had been enabled to substantially assist several  
countrymen. He moved the adoption of the  
report. Mr. Lyall seconded, and it was agreed  
to.—The following officers were then elected for  
the ensuing year:—Hon. P. Kyrie, president;  
Hon. Bell-Irvine, vice-president; A. B. Stephen,  
hon. sec. (owing to the approaching departure  
of Mr. H. D. Mackintosh); F. E. Nichol,  
hon. treasurer; Messrs. D. Gillies, A. McClymont,  
J. H. Stewart, Lockhart, W. Ross, and J. S.  
Legge, Committee.—Mr. Forbes suggested that  
a message of condolence be sent to the families  
of the three members who had died during the  
year—Dr. Young, Mr. A. Falconer, and Mr. M.  
Falconer, and that a record of their lamented  
deaths be entered upon the minutes. Mr. Lyall  
seconded, and the sympathetic tribute was  
silently accorded.—Passing from grave to gay,  
as Mr. Legge said, the form which  
celebration should take this year was next  
considered. Mr. Legge proposed that a ball  
be given.—Mr. Rogers seconded.—Mr. Andrews  
proposed that it be a "Waverley" ball—that  
was to say a costume-ball where everyone would  
appear as one of the characters in Scott's  
novels. (He knew he would make a fine Rob  
Roy.) He had seen one in Shanghai, which was  
most successful. As to expense, it need only be a  
calico ball.—Mr. Legge pointed out that all the  
dress-makers in the Colony could not finish the  
costumes in time, as there would be nearly a  
thousand guests, over a quarter of whom would  
be ladies, and those who could not get them  
would be jealous of those who did. Mr. Lyall  
seconded the amendment, but it only found five  
supporters, and the original proposition was  
carried. A vote of thanks was accorded to the  
late hon. secretary, Mr. Mackintosh, for his past  
services. (Note—the 30th November falls on a  
Friday.)

## CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by  
Correspondents in this column.]

## AN EXAMINATION GRIEVANCE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
Sir,—Will you kindly permit me to ventilate  
the following grievance, as much for the benefit  
of the fraternity to which I belong as for my  
own satisfaction? I am an officer in a line of  
steamers well known on the coast of China, and  
a week or two ago I came down here—from a  
northern port—at much trouble and expense to  
myself, and to my employers for the purpose  
of passing an examination as Chief Mate, just  
about eight months ago I presented myself at  
the Harbour Master's Office here in Hongkong

for the same purpose and was then and there  
informed that owing to River service on the  
Yangtze I was not eligible, and that the twelve  
months immediately preceding such examina-  
tion must be spent in a sea-going vessel. I had  
quite enough of sea time otherwise. However,  
I made the best of my misfortunes and started  
out to look for a sea-going ship, in which I  
succeeded in putting in part of the time, prior  
to the vessel being sold. I was then fortunate  
in getting into another—a steamer like the first—  
and finally in the two ships completed one year  
and twenty-four days. Having been anxiously  
looking forward to the completion of this time I  
applied for leave to proceed to Hongkong for the  
exam. As soon as the above period was up,  
I obtained leave from my employers—who put  
themselves to much trouble and no little  
expense in giving me a free passage—and  
on going up to the Harbour Office here I  
was informed by Captain Rumsey, that the  
twelve months as expressed in the Merchant  
Shipping Act must be put in, whether in one  
employ, or as he terms it "consecutive," and no  
explanations on my part have, so far, induced  
him to put another construction on the Act.  
Section 7, which applies to my case, distinctly  
says:—"Applicants will be required to produce  
in addition to the usual forms of discharge,  
satisfactory testimonials as to sobriety, experi-  
ence, ability, and general good conduct for at  
least 12 months immediately preceding the  
date of application to be examined." If there is  
really any new rule in regard to this time having  
to be in one employ, it is surely a very arbitrary  
one, as well as an absurd interference with  
matters which must often be beyond the control  
of the applicant, and thus if during the next  
twelve months, which I suppose I shall have to  
put in on board a sea-going ship, that ship  
happens to be wrecked in the course of the six  
months and I am at once transferred to another,  
the time would again be uselessly served.  
Altogether I have had nearly five years experi-  
ence as 2nd mate in sea-going ships, as well  
as the last one year and twenty-four days, and  
yet the Examiner here, Capt. Rumsey, R.N.,  
tells me that he must work according to the  
wording of the Act.

In this distant port where there is so much  
shipping trade, and where a certificate obtained  
in Hongkong is good for all parts of the British  
Empire, it is surely competent for the Examiner,  
or for a Board of Examiners, to use his or their  
own discretion in such a case as mine—with so  
much previous service,—but I regret to say that  
I have found the Harbour Master in anything  
but an accommodating spirit. I believe it is  
a fact that at the head-quarters in London such  
trifles are overlooked in favour of the applicant  
if he have the satisfactory papers, which I am  
able to produce. Should you, Sir, be able to find  
space for these lines in the columns of your  
valuable paper it may possibly present many  
people on the coast of China suffering the same  
loss of money, time, and temper as

Your obedient servant,  
YANG-TSZE-KIANG.

Hongkong, September 18th, 1888.

[We publish our correspondent's letter with  
pleasure, as we consider that he has an  
undoubted grievance. There is nothing either  
in the "Merchants Shipping Act" or in the  
local "Rules for examination of Masters,  
Mates, and Engineers in the Mercantile  
Marine" made by the Governor in Council  
under the provisions of sub-section 3 of  
section 15 of Ordinance 8 of 1879, to justify  
the conclusion alleged to have been arrived  
at by the Harbour Master. If "Yang-tze-  
kiang" has put in the necessary time at sea,  
as provided by the Act, he is fully entitled to  
go up for his examination. There is no pro-  
vision that the requisite twelve months must  
have been either "consecutive," or in the  
same ship or employ.—Ed., H.K. Telegraph.

## LATE TELEGRAMS.

—LONDON, August 20th.  
A letter has appeared from Sir George  
Campbell in which he advocates our adopting  
a strictly defensive attitude in Sikkin, instead  
of incurring war with Tibet or troubles with  
China.

TEHRAN, August 20th.  
The Yomood Turcomans who had revolted in  
the Province of Astrabad have retired, and order  
has been restored. The Governor of Astrabad  
has formed an intrenched camp in the disturbed  
district.

NATAL, August 30th.  
The Portuguese troops stationed at Lourenco  
Marquez have mutinied, and a force of marines  
has been landed to quell the disturbance. The  
mutineers are stubborn, and a fight is expected.  
The British Consul has ordered the presence of  
a man-of-war for the protection of the British  
subjects.

August 31st.  
Order has been restored at Lourenco Marquez  
without bloodshed. The man-of-war ordered  
there by the British Consul has been stopped.  
General Smyth and staff are returning to  
Durban from Zululand.

ST. PETERSBURG, 31st August.  
The expedition to Central Asia under Colonel  
Pryvalov has started.

LONDON, 31st August.  
Sir Charles Tupper has been created a Baronet.  
Sir Lionel Sackville West has been appointed  
Grand Cross of Saint Michael and Saint George,  
and minor honors have been conferred on others  
concerned in the negotiations connected with the  
Fisheries Treaty.

The Sugar Bounties Convention has been  
signed by all the Powers represented at the Con-  
ference with the exception of Brazil, Denmark,  
France, and Sweden, who reserve their signa-  
tures until all the producing countries have  
signed. The Convention comes into force in  
September 1891, and will last for ten years.

PARIS, September 1st.  
M. Floquet and M. Krantz, Minister of Marine,  
attended the French naval manoeuvres, which  
have just terminated. Speaking at a luncheon  
given to-day by M. Krantz, said that the manoeuvres  
were not intended to be warlike demonstrations,  
but had fully proved that the French navy was  
ready for action at any moment. The fleet will  
disperse on Monday.

ELLINGTON, September 1st.  
Five severe shocks of earthquake were ex-  
perienced throughout New Zealand to-day. The  
principal damage was done at Christchurch,  
where the spire of the cathedral was destroyed.

LONDON, September 2nd.  
Sir John Saville Lumley, British Ambassador  
at Rome, has been raised to the peerage.

VIENNA, September 4th.  
The Emperor Francis Joseph proceeds to-day  
to Gmundon on a visit to the Taurins.

## NOTES FROM CHINESE PAPERS.

Westerners are good at scientific inventions.  
One of the latest is a method of repelling mosquitoes.  
A little camphor is placed in a metal  
pan under which a gentle fire is lighted, and the  
fumes rising soon make the house clear of mos-  
quitoes, who do not venture to return for a long  
time, so much so they like all insects hate the  
odour of camphor.

From North Formosa we hear that on 25th  
August, railway trains commenced running  
between Twatwa and Sikkim. The Managing  
Director is Tsoai Ting-Pei, and the train

running at great speed, and the district being  
thickly populated, the Tamsui Magistrate issued  
a preliminary proclamation warning people to  
keep out of the way of the trains if they valued  
their lives.

The sailing craft of foreign build plying between  
Hankow and Shanghai all anchor at Hankow  
between Taing-chuan Low and Nan-angan Tsui.  
On 25th August one was just getting up anchor  
when a government ferry-boat crowded with  
passengers ran full sail into her. Six sailors  
from the foreign-built boat fell into the water  
and three were drowned. The men in charge  
of the colliding boat have been sent to the Hanyang  
Magistrate for trial.

At Ki-chow, Shun-tien Fu (the Peking Pre-  
fecture), a *pa-jung* (military officer) has com-  
mitted suicide in the Magistrate's Yamen by eating  
opium under the following curious circumstances.  
He was very fond of gambling and of gambling-  
houses, and some gambling-shop keepers,  
cronies of his being arrested, he sent a man  
with his card to ask for grace for them. The  
Magistrate very properly would not consent to  
this, and as he was engaged in trying them for  
their offence, he rushed the officer with some  
soldiers, forcibly released the gamblers, and  
smashed up the judicial table at which the  
official was sitting. The Magistrate wrote  
to General Ma Lan-chou, and the General  
cashed his subordinate who, in his shame and  
grief, and fear for the future, sought death as a  
refuge from the position his love of gambling  
had brought him into. The Magistrate reported  
the case to the Governor of the Imperial Pre-  
fecture (Fu-yin) who commenced by removing  
the Magistrate, in his turn, from his post, and  
deputed the Tung-Yung Tao-tai, Hsu, to send him  
a full report of the circumstances of this  
curious tragedy.

## THE UNITED STATES NAVY.

In a recent issue we published an extract from  
the San Francisco *Chronicle* in which that  
enterprising exponent of public opinion on the  
Pacific Coast expresses its ideas on the "hope-  
less condition" of the British Navy, and while  
asking if the ships of that navy belong to a  
nation which claims to rule the waves, believes  
in the event of a general European war that the  
Lords of the Admiralty would have to run for  
it in order to escape public execration. It is quite  
probable that "my lords," in the face of a great  
naval disaster, might have to cut and run, but  
with the much more important object of saving  
their necks rather than their pride; and while  
feeling not indisposed to join hands with our  
American contemporary in showing up to our  
own countrymen the very dilatory movements  
of British naval administrators, together  
with the feeble attempts at efficiency made  
by our Board of Ordnance and Woolwich in  
supplying the country with reliable weapons,  
we might be permitted to suggest that the writers  
for American newspapers would now and again  
examine the beams in their own eyes, and not  
be over-eagerly engaged in pointing out the  
motes in those of their neighbours. The people  
of "the old country" are quite capable of  
finding out their own faults, and not unnaturally  
do not take kindly at others assisting them  
in self disparagement, and particularly the  
Americans in anything which points at steam  
shipping, because, as all the world knows, the  
United States does not possess a single ocean  
going steamer worth a cent. In merchant  
ships they have nothing to compare with our  
own long-legged greyhounds, and in industrial  
ships and frigates they are simply nowhere. Yet  
while the British are always ready to cry out  
about any defects of their Army and Navy, how  
often do we find American journalists declaring  
or even confessing the wretched attempts which  
their own administrators have made in founding  
an efficient navy. We admit that these attempts  
have not been very considerable, but those  
which have been put out to build either mer-  
cantile or fighting ships during the last twenty  
years have resulted in most conspicuous failures.  
The Germans and Russians have the excuse  
that their journalists are neither advanced  
enough in literary enterprise, nor bold enough  
in risking the displeasure of their respective  
Governments, to severely and honestly criticise  
the shortcomings of a great and important  
administration like their own navies. The  
French are equally behind-hand in this matter,  
and their undying national conceit will probably  
always deter them from attempting it. But it is  
different with our cousins of that great Republic  
where the "everlasting" eagle with his wings  
always widely spread abroad from the fogs of  
Cape Cod to the fens of Cape Florida, and  
from the placid waters of the Golden Gate in  
the west all the way to the raging waves of the  
Chesapeake, is constantly striking out nothing  
but high toned praise of national praise. The  
eyes of that wonderful bird, and his tongue too  
for that matter, are as keen as and as free as the  
air, yet the







